

For Sale.

MacEWEN, FRICKEL & CO.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING

STORES.

—

EX AMERICAN MAIL STEAMER

Smoked HAMS.

Golden SYRUP in Gallon Tins.

Assorted SYRUPS.

CUTTING'S Table FRUITS.

ASPARAGUS.

Queen OLIVES.

Sausage MEAT.

CAVIAR.

Potted MEATS.

MACKEREL in 5lb Tins.

Eagle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BRAINS.

A LARGE ASSORTMENT

of

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING UTENSILS.

WOFFLE IRONS.

CHARCOAL IRONS.

KERSOINE LAMPS.

NONPARCEL KERSOINE OIL.

—

THE USUAL ASSORTMENT

of

OILMAN'S STORES,

at the

Lowest Possible Prices.

FOR CASH.

MacEWEN, FRICKEL & CO.

Hongkong, July 1, 1886. 1268

FOR SALE.**JULES MUMM & Co.'s CHAMPAGNE.**

Quarts..... \$20 per Case of 1 dozen

Pints..... \$1 " 2 "

Dubos Frères & du Genou & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Broo'

WHISKY.—\$7 per Case of 1 dozen

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

1843

NOTICES TO CONSIGNEES.

GERMAN BARQUE PAPA, Captain C. L. HENNE, FROM HAMBURG.

CONSIGNERS of Cargo by the above

C Vessel are hereby requested to send

in their Bills of Lading to the Underengaged

for countersignature, and to take immediate

delivery of their Goods from alongside.

Cargo impeding the discharge will be at

once landed and stored at Consignees' risk

and expense.

SEIMSEN & Co.,

Agents.

Hongkong, September 25, 1886. 1843

TODAY'S ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship

Pakhoi,

Captain McASLIN, will be

despatched for the above

Port TOMORROW, the 30th instant, at

10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, September 29, 1886. 1304

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship

Diamante,

Capt. McCASLIN, will be

despatched for the above

Ports on SATURDAY, the 2nd October, at

5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,

General Managers.

Hongkong, September 29, 1886. 1865

UNION LINE.

FOR KOBE AND YOKOHAMA.

The Steamship

Travancore,

Captain LOGAN, will be

despatched for the above

Ports on THURSDAY, the 7th October, at

4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,

Agents.

Hongkong, September 29, 1886. 1866

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ANNIE H. SMITH, American ship, Capt. R. B. Brown.—Arnold, Karberg & Co.

ANTIOCH, American barque, Capt. H. J. Homingway.—Arnold, Karberg & Co.

BILLY SIMPSON, British barque, Capt. F. A. Brown.—Captain.

Borvin, Norwegian barque, Captain Oh. Hanckiken.—Molchers & Co.

GALATEA, British ship, Captain William Coville.—Borneo Co., Ltd.

GRANDIS, American ship, Captain T. H. Evans.—Molchers & Co.

HARVESTER, American ship, Captain Wm. Taylor.—Order.

HYDRA, German barque, Capt. G. Binge.—Siemsen & Co.

JOHN FRANKE, British ship, Capt. Thos. Ryan.—Messagères Maritimes.

PENOBSCOT, American barque, Capt. G. Eaton.—Adamsen, Bell & Co.

RINSTON, British barque, Captain Jas. Neave.—Jardine, Matheson & Co.

SARAH HENDERSON, American ship, Capt. A. Morgan.—Ed. Scellillas & Co.

SPINAWAY, British barquentine, Captain James Garrick.—Siemsen & Co.

SHIPPING.**ARRIVALS.**

September 29, 1886.—

Pathon, British steamer, 1,726, James Rowan, Japan and Foochow September 27, Rice, Tea, &c.—Gibb, Livingston & Co.

Thais, British steamer, 820, F. D. Goddard, Foochow September 26, Army 27, and Swatow 28, General.—Douglas Steamship Co.

Airte, British steamer, 1,402, W. Ellis, Melbourne August 31, Newcastle Sept. 6, Sydney 8, Moreton Bay 10, Townsville 13, Cooktown 14, and Thursday Island 10, Sugar.—Jardine, Matheson & Co.

Fusko, Chinese steamer, 1,108, H. H. Lightwood, Bangkok Sept. 21, General.—Yuen Fat Hong.

Rubetting, Italian steamer, 3,044, Gav. G. Merello, Verdynde, Genoa August 10, and Singapore September 23, General.—Carlowitz & Co.

Fusko, Chinese steamer, from Whampoa.

Devonhurst, Dutch steamer, 1,163, F. Houthoff, Samarang via Java September 10, Sugar.—Jardine, Matheson & Co.

DEPARTURES.

September 29:

J. H. Bowers, for Honolulu.

Solice, for Haiphong.

Anton, for Hoihow and Pakhoi.

Alex. McNeil, for New York.

Protos, for Saigon.

Normenton, for Nagasaki.

Bewari, for Yokohama.

Japan, for Singapore and Calcutta.

CLEARING.

Soochow, for Hoihow and Pakhoi.

Fukien, for Swatow.

Actae, for Haiphong.

PASSENGERS.**ARRIVED.**

For Airlie, from Melbourne, &c., Mrs. W. Pitt Brown, Mrs. Burrows and son, Miss

Ingram, Miss Buncy, Messrs Cummins, Goss, Cranbourne, Capt. Chiborg, and 162 Chinese.

Per Thais, from Coast Port, Rev. Mr. Canal, Mr. Powell, and 163 Chinese.

Per Pure Chua Chon Blao, from Bangkok, 75 Chinese.

Per R. Rubetting, from Gonio, &c., Mr. and Mrs. Marshall, Messrs Duncan and Hunter, and 574 Chinese.

Per Devonhurst, from Samarang, &c., 1 Chinese.

DAIQUANHAI.

Per Esmeralda, for Amoy, 27 Chinese; for Manila, Mr. Dericke, Rev. Mr.

Evans, Mr. B. Davies, & 7 Chinese.

Per J. H. Bowers, for Honolulu, 19 Chinese.

Per Sales, for Haiphong, Capt. George Vlavianos, and 20 Chinese.

Per Protos, for Saigon, 200 Chinese.

Per Anton, for Hoihow, &c., 50 Chinese.

Per Japan, for Singapore, &c., 451 Chinese; for Calcutta, Messrs J. Young and J. E. Young.

To Depart.

Per Yerget, from Hongkong, for Salagon, Mussel, E. Grey, Verdynde, Rev. Mr. MacLean, Rev. Charles, and 18 Chinese.

Per G. R. Baines, for Colombo, Capt. G. E. Richardson, Mr. and Mrs. Webster, for Manila, Messrs Thom and Strode.

From Shanghai, for Manilles, Rev. E. Annulli, and Mr. T. O. A. Holt. From Koko for Manilles, Messrs Sleathian Thiffey, R. White, and P. Strachan, from Yokohama, for Colombo, Mr. Shaka Konen; for Manilles, Mr. N. Smith.

Per Nanchang, for Hoihow, 30 Chinese.

Per Poton, for Swatow, 100 Chinese.

Per Actae, for Haiphong, 16 Chinese.

MAILS BY THE FRENCH PACKET.

The French Contract Packet, Yamato, will be despatched on THURSDAY, the 30th September, with Mails for the United Kingdom, Europe, and places beyond, via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, &c., &c.

The hours observed in closing the Mails, &c., will be the same as in the case of the French Packet.

Correspondence should be marked PER GERMAN MAIL, or with the name of the Packet.

POST OFFICE NOTICES.

MAILS will close.—

For AMOY AND MANILA.—

Per Diamante, at 4.30 p.m., on Saturday, the 2nd October.

For SINGAPORE.—

Per Polynesian, at 4.30 p.m., on Wednesday, the 6th October.

For NAGASAKI, KOBE & YOKOHAMA.—

Per Thibet, at 2 p.m., on Friday, the 16th October.

DAIQUANHAI

SUPREME COURT

IN ADMIRALTY.

(Before Sir George Phillips, Chief Justice, and Capt. H. G. Thomas, Naval Asessor.)

Tuesday, Sept. 28.

THE GROUNDING OF THE "DAFLA"—ACTION FOR SALVAGE.

The hiving of the two actions, one raised by Messrs Schomberg & Co., and the other by the owner and crew of the *Partridge*, now consolidated into one action, against the owner of the *Dafla*, for services to the vessel while "grounded" in the Hainan Straits, was commenced yesterday, was continued to-day. Mr J. F. Francis, instructed by Messrs Sharp, Johnson & Stockley, appearing for the plaintiffs, and the Acting Attorney General, instructed by Messrs Watson and Danson, for the defendants.

The following evidence given yesterday had to be held over, owing to pressure of matters.

Mr Francis, in concluding the reading of the petitions of the *Partridge* said, that the amount claimed was larger than the plaintiff actually expected to recover. The value of the *Dafla* was probably estimated at much more than it actually turned out to be.

Captain Siuwas, master of the *Partridge*, said that on the 12th May last he was on a voyage to Hoihow with a general cargo.

When in the Hainan Straits he sighted the steamship *Dafla* on the inside bank on the south side of the Straits, about two or two and a half miles from the shore, and about 30 miles from Hoihow. He saw the vessel was aground, and had a signal flying "run short of coal". There are four channels in these straits, and she had got ashore from the inner channel. He was going through the middle channel, and he went to her, as close as he could, at some risk to his own ship, as there was no channel through, and he had to take his own chance of crossing the bank. The banks were shifting.

He got to within about three quarters of a mile of the *Dafla*.

He had about 50 Chinese passengers on board his vessel at the time. He was preparing to send off a boat to her when he sent off one of his own boats, and the second engineer took him on board. The *Dafla* was almost in the middle of the bank.

The second engineer reported that the *Dafla* was short of coal and of provisions.

He brought no formal message from his captain, and he said nothing else.

Witness then saw a signal on the *Dafla*,

taking him to pick up two of her boats which were in sight. The boats were a mile or more and quarter S.W. of the ship, and though the men on board were pulling as hard as they could, the tide and wind were carrying them away.

The current set to the W., there was a light N.E. wind, and a misty sea on the bank. Witness then got up his anchor and picked up the boats, going dangerously near the edge of the bank to do so.

The first, second, and third officers were in the boats, together with others of the *Dafla*'s crew. The boats could not have got back to their ship until after the tide turned, and that would have taken them a long time. He had no verbal or written communication with the master of the *Dafla*, and he sent the boats back.

The *Dafla* then signalled "send lighters".

There was nothing about reporting the position of the steamer at Hoihow, nothing more than "send lighters". He went on to Hoihow as quickly as possible, and made arrangements with his second officer, Duncan Forbes, to take lighters to the vessel.

The regular agents of his vessel at Hoihow were Messrs Horton & Co. He made no secret of the position of the *Dafla*. Mr Horton was a passenger by his vessel, and when he went ashore without thought he reported the *Dafla*. Forbes got 20 boats and 45 coolies. The boats were of about ten tons capacity, the best boats to be had, and said he would stand ready for the expense of the *Dafla*. Witness got his agent a guarantee, and he discharged his cargo at those ports. The absence of the second officer threw additional duty on the others. He got back to Hoihow in ballast on Saturday night, the 15th. Mr Horton brought a letter addressed to the agent asking for a tug boat. There was no tug boat in Hoihow, and no vessel but the *Partridge* available for that purpose, and he volunteered to go out and tow the *Dafla* in. Witness gave a letter to Mr Horton with a formal report of what he had seen. Witness left for the *Dafla*, and arrived there about 23 minutes past noon. The *Dafla* was lying in a deep hole in the bank with the bank between her and the channel. The *Partridge* was drawing about 11ft. She went inside the bank, and lay about 100 feet from the *Dafla*. There was no sea at the time, but a swell on the bank. The *Partridge* lay in safety. The *Dafla* wanted to make a trial, and when she went ashore, she had to disengage her anchor, and he discharged his cargo at those ports.

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To Let.

Mails.

Mails.

TO BE LET.

FROM the First of November, THE NEW PREMISES, BANK BUILDINGS, immediately opposite the HONGKONG Hotel's Main Entrance. On the Ground Floor Two Handsome Plate-Glass Shop Frontages each of 40 feet, and on the Second Floor a Suite of 2 large and airy ROOMS.

BREEZY POINT, ROBINSON ROAD.

With Immediate Possession.
GODDOWNS at West Point—Large and Small.

COAL STORAGE.

'BISNEE VILLA,' POKULUM.
Apply to SHARP & Co.
Hongkong, September 28, 1886. 1892

TO LET.

A FIVE-ROOMED HOUSE at the PEAK,
Good TENNIS GROUND attached.
Apply to DENNYS & MOSSOP;
Hongkong, January 28, 1886. 192

TO LET.

ROOMS in "COLONIERS' CHAMBERS,"
Nos. 7 and 9, SAVOY TERRACE,
No. 16, HOLLYWOOD ROAD.

Apply to DAVID SASSOON, SONS & Co.
Hongkong, September 17, 1886. 1796

TO LET.

FROM the 1st September next, the COMMISSIONS PREMISES known as the P. & O. OLD OFFICES, lately in the OCCUPATION of the HONGKONG & SHANGHAI BANKING CORPORATION.

For further Particulars, apply to the Undersigned.

E. L. WOODIN,
Acting Superintendent.

Hongkong, August 29, 1886. 1614

INSURANCES.

THE STRAITS INSURANCE COMPANY, LTD.

THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Lancashire Insurance COMPANY.

(FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STEELING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE or Building, or on Goods stored therein, or Goods on board Vessels and on Hulls of Vessels in Harbour at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 27, 1886. 1845

THE AMICABLE INSURANCE OFFICE, LIMITED.

(OF CALCUTTA).

THE Undersigned are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 27, 1886. 1845

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1782.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

MARINE Department.
Policies at current rates, payable either in London, or at the principal Ports of India, China and Australia.

LIFE Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,
BY
ERNEST J. EITEL, PH.D., TUBING.
THIRD EDITION
REVISED, WITH ADDITIONS.

Price, \$1.50.
LANE, CRAWFORD & Co.,
Hongkong, August 20, 1884. 1898

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 25 each.

CHINA MAIL Office, Hongkong.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES,
PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO, BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

THE Steamship SAN PABLO will be dispatched for San Francisco, via Yokohama, on SATURDAY, 2nd October, at 8 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.

Passenger Passages, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pro-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply through fares from China and Japan to Europe.

Consider Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, September 17, 1886. 1796

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIQ PORTS;

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be dispatched for San Francisco, via Yokohama, on TUESDAY, the 12th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Damerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Passenger Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pro-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, September 4, 1886. 1703

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIROBLA, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, SINGAPORE, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENTINNULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Steamship ANCONA, Captain S. F. Cole, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on TUESDAY, 12th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Pieces and Spools (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENTINNULAR AND ORIENTAL STEAM NAVIGATION COMPANY's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN, Acting Superintendent.

Hongkong, September 27, 1886. 1858

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL,

PUBLISHED TO SUIT the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, and full tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full so far as they are in the Possession of the Editor.

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